



2003 Biennial Growth Policy Update | Prince George's County, Maryland



September 2003

ABSTRACT

- Title: 2003 Biennial Growth Policy Update
- Author: The Maryland-National Capital Park and Planning Commission
- Subject: A report that contains a review of the implementation of the 2002 *General Plan*. It describes where progress has been made and where efforts are needed to implement the objectives and policies of the General Plan.
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- Abstract: The 2003 Biennial Growth Policy Update is a report on the implementation of the 2002 *General Plan*. In 2000, with the adoption of the Biennial Growth Policy Plan, Prince George's County created this innovative instrument that helps keep policies up-to-date and implementation efforts on track. This report is the first Biennial Growth Policy Update completed since the approval of the 2000 Biennial Growth Policy Plan and the 2002 *General Plan*. It contains a Highlights section that is divided into five subsections—one for each of the five General Plan goals. It provides relevant trends about each goal and a discussion of recent and upcoming implementation efforts. The Findings section describes areas where positive progress has been made and where new or continuing efforts may be needed. Two appendices provide more detail on the progress in implementing all of the policies and objectives of the General Plan.



2003 Biennial Growth Policy Update | Prince George's County, Maryland



September 2003

■ The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

www.mncppc.org

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The Maryland-National Capital Park and Planning Commission is a bi-county agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- The acquisition, development, operation, and maintenance of a public park system; and
- In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Department of Planning (M-NCPPC):

- Our mission is to help preserve, protect and manage the County's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department comprised of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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INTRODUCTION

“It is essential that the county monitor and regularly review the implementation of the General Plan. Too often in the past, the county has either failed to implement adopted policies or failed to determine whether the county’s implementation efforts have accomplished desired goals. In 2000, with the adoption of the Biennial Growth Policy Plan, Prince George’s County created an innovative instrument that will help keep policies up-to-date and implementation efforts on track. ...Future Biennial Growth Policy updates will be used to determine whether the county is meeting ... objectives and, if not, point to additional actions that should be taken.”

- 2002 Prince George’s County General Plan

Background

In 1998, the Prince George’s County Council prepared a white paper entitled *Managing Growth in the 21st Century: A Smart Growth Initiative in Prince George’s County*. This paper reviewed the county’s growth management efforts and found fragmented and incomplete implementation of the county’s 1982 *General Plan* and in some instances, development occurred contrary to the plan’s concepts and policies. It was also noted that, as area and subregional plans were prepared, a countywide perspective was lacking and that the county’s previous *General Plans* had not kept up with changing conditions and needs.

In 2000, the District Council approved a *Biennial Growth Policy Plan* to address the issues raised by the white paper and required regular, public review of county conditions and achievement of county policies. Toward that end, the Biennial Plan established measurable objectives, the review of which could be used to gauge the success in meeting plan goals.

In 2002, the District Council approved a new *Prince George’s County General Plan* that built on the recommendations of the 2000 Biennial Plan. The 2002 *General Plan* addresses broader issues and concerns than contained in the 1982 *General Plan* (such as economic development, housing, urban design and historic preservation) and provides more detail than the Biennial Plan. The *General Plan’s* recommendations include specific goals, objectives, policies and strategies to guide future growth and development in the county. The five countywide goals of the 2002 *General Plan* are:

1. Encourage quality economic development
2. Make efficient use of existing and proposed local, state and federal infrastructure and investment
3. Enhance quality and character of communities and neighborhoods
4. Preserve rural, agricultural and scenic areas
5. Protect environmentally sensitive lands

Overview

This report is the first Biennial Growth Policy Update completed since approval of the 2000 Biennial Growth Policy Plan and the 2002 *General Plan*. The report contains a Highlights section and a Findings section, followed by two appendices that provide detailed information on the implementation of all plan objectives and policies. For the Highlights section and Appendix I, the following legend is used to show progress in implementing the objectives and policies of the plan:

Determination	Symbol
Progress has been made in attaining the objective	▲
Little or no progress has been made in attaining the objective	▼
There has been mixed progress in attaining the objective	◆
Reliable data and information are not available	?

Highlights

The Highlights section is divided into five subsections—one for each of the five *General Plan* goals. For each goal, there are key *General Plan* recommendations and highlighted *General Plan* objectives that assist in evaluating the county’s progress in attaining the goal. Also provided are other relevant trends and data pertaining to the goal and a discussion of recent and upcoming implementation efforts. A complete listing of *General Plan* objectives and policies and progress towards implementation is provided in the appendices.

Although the organization of this section examines each goal individually, the goals, objectives, policies and strategies presented in the *General Plan* are all related and to some degree, interdependent. For instance, a higher jobs to population ratio is used as an indicator of fiscal health; however, a higher ratio may also indicate a balance between the location of jobs and housing which helps reduce vehicle miles traveled and, therefore, may reduce air pollution from automobiles.

Findings

This section describes areas where progress has been made and where further efforts are needed, based on the information used to prepare this report. Since both the 2000 Biennial Plan and the 2002 *General Plan* are relatively new, the progress to date in implementing the objectives and policies of the plans is limited. However, this first Biennial Growth Policy does identify several areas where positive progress has been made and, conversely, where new or continuing efforts may be needed.

Appendices

Two appendices provide more detail than contained in the Highlights section. *Appendix I: Progress in Attaining General Plan Objectives* evaluates the progress in implementing all of the objectives of the *General Plan*. *Appendix II: General Plan Implementation Efforts* describes the implementing actions taken since approval of the Biennial Plan in November 2000 for each *General Plan* policy.

HIGHLIGHTS

GOAL: ENCOURAGE QUALITY ECONOMIC DEVELOPMENT

Key General Plan Proposals

- The *General Plan* Development Pattern Element designates 21 Centers and 5 possible future Centers. The Centers are future locations of intensive, mixed-use development with an emphasis on high-quality economic development. Policies and strategies in the Development Pattern Element discuss incentives to be given for attracting quality development and strengthening the county’s retail sector.
- The Economic Development Element provides policies and strategies intended to retain and enhance county businesses and attract quality jobs and retail development.

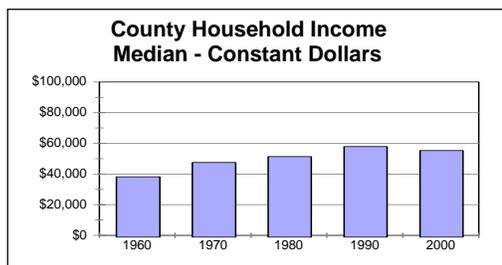
Progress

<i>General Plan</i> Element	Objective	Progress
Development Pattern	Capture more than 50 percent of the Developed Tier’s housing growth by 2025 in Centers and Corridors	◆
<p>Comments: About 21 percent of residential completions in the Developed Tier in 2000 and 2001 (and 81 percent of applied for and/or approved subdivision units in 2001 and 2002) were located in or near designated Centers.</p>		
Development Pattern	Capture more than 20 percent of the Developing Tier’s housing growth by 2025 in Centers and Corridors	▼
<p>Comments: 10.9 percent of residential completions in the Developing Tier (and 6.8 percent of applied for and/or approved subdivision units) are in or near designated existing or possible future Centers. Most of the residential completions within Developing Tier Centers occurred in the Bowie Center area. Most of the applied for and/or approved subdivisions in or near Developing Tier Centers occurred at possible future Centers.</p>		
Economic Development	Increase the jobs to population ratio by 39 percent over the next 25 years	▼
<p>Comments: The estimated jobs to population ratio declined slightly from 0.38 in 2000 to 0.37 in 2002.</p>		

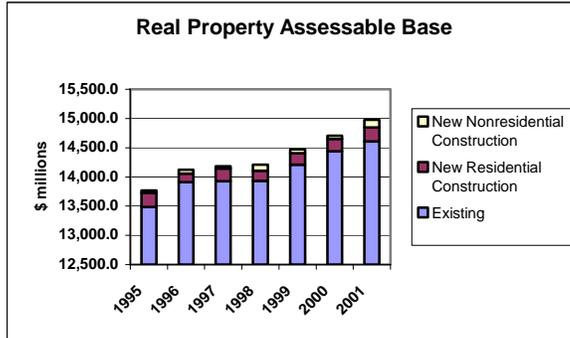
<i>General Plan Element</i>	Objective	Progress
Economic Development	Close the gap between Prince George’s County and similar jurisdictions for median home sales price	▼
<p>Comments: Prince George’s County’s median residential sales in FY 2000 was 81.2 percent of the average median for Montgomery, Howard, Anne Arundel and Charles Counties. For FY 2002, the county’s median was 77.4 percent of the average median for the same counties. The median residential sales price in Prince George’s County increased by 9 percent; by 22 percent in Montgomery; by 11 percent in Howard; 14 percent in Anne Arundel; and 11 percent in Charles, in that time period.</p>		
Economic Development	Close the gap between Prince George’s County and similar jurisdictions for average wage per job	▼
<p>Comments: Between 2000 and 2001, the county’s average wage per job grew at approximately the same rate (4.8 percent) as surrounding Maryland jurisdictions.</p>		
Economic Development	Close the gap between Prince George’s County and similar jurisdictions for per capita income	?
<p>Comments: Data since 2000 are not available. In 2000, the county’s per capita income was \$30,168, approximately 80 percent of the per capita income for the Maryland suburbs.</p>		
Economic Development	Close the gap between Prince George’s County and similar jurisdictions for assessable base per capita	▼
<p>Comments: Between 2000 and 2001 (the last year for which regional population estimates are available), the county’s assessable base per capita increased by 0.6 percent. However, surrounding Maryland jurisdictions’ ratio increased by 3.3 percent. The county’s increase in assessable base since 2001 has lagged behind those jurisdictions.</p>		

Relevant Trends and Data

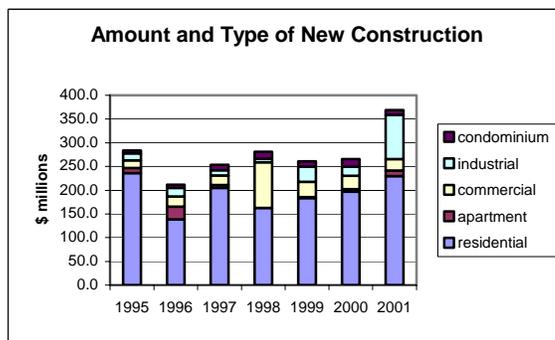
- County income, in constant dollars, has declined since 1990.



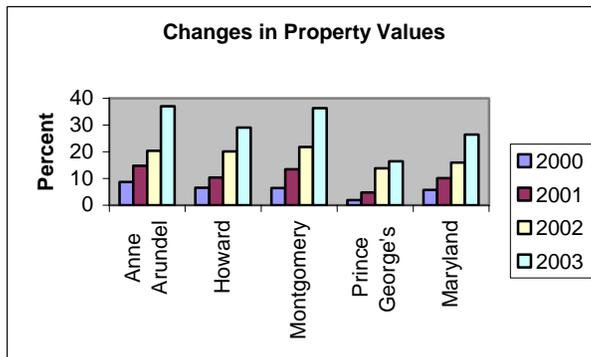
- Increases in the county's assessable base since the mid-1990s have come principally from new residential construction.



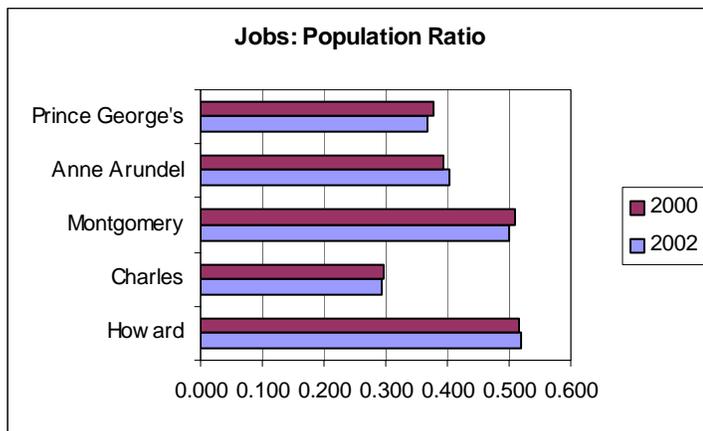
- The components of new construction are shown below:



- The county's property values have increased over the last three years, but the rate of increase lags behind neighboring jurisdictions.



- The jobs to population ratio for Prince George’s County is lower than other area jurisdictions.



- According to the 2000 Census, 155,671 Prince George’s County commuters (39.1 percent of the county’s total commuters) worked in the county. More than 60 percent (241,732 commuters) of the county’s commuters worked outside of the county. Of the 295,269 workers employed in Prince George’s County, 139,598 (47.3 percent of the total) commuted from outside of the county.
- The proportion of Prince George’s County commuters working outside the county is more comparable to counties located further out from the metropolitan center (such as Charles, Howard, and Loudoun) than counties located closer in (such as Montgomery and Fairfax) – see table below.

Regional Commuting Patterns	
Jurisdiction	Percentage of Commuters Working Outside Jurisdiction
Prince George’s	60.8
Anne Arundel	43.7
Charles	59.8
Howard	62.0
Montgomery	41.3
Fairfax	47.3
Loudoun	58.5
Source: 2000 Census	

- With the exception of Montgomery County, there are more jobs located within Prince George’s County than other nearby Maryland jurisdictions.

Jobs Located in Maryland Jurisdictions, 2002	
Jurisdiction	No. of Jobs
Prince George’s	306,518
Anne Arundel	203,243
Charles	37,751
Howard	134,775
Montgomery	454,198
Source: Maryland Department of Labor, Licensing and Regulation	

- Between FY 1994 and FY 2003, the rate of growth of median home sales price in Prince George's County was significantly lower than other jurisdictions.

Regional Comparisons for Median Home Sales Price, FY 1994 to FY 2003			
Jurisdiction	Median Sales Price, FY 1994	Median Sales Price, FY 2003	Percent Change
Prince George's	\$128,500	\$172,000	33.8
Anne Arundel	\$134,000	\$194,900	45.4
Charles	\$129,900	\$193,900	49.3
Howard	\$158,415	\$245,000	54.7
Montgomery	\$172,500	\$274,140	58.9
Source: Maryland Department of Assessment and Taxation			

Ongoing Implementation Efforts

- The county's Enterprise Zones have been expanded in order to encourage development and redevelopment within the Developed Tier.
- The Boulevard at the Capital Centre is an example of a joint economic development project with participation by the county government, M-NCPPC, and the private sector.
- The Maryland-National Capital Park and Planning Commission (M-NCPPC) has prepared a Strategic Plan for Transit-Oriented Development (TOD) and, working with citizens, property owners and other stakeholders, is developing planning and zoning recommendations for the Morgan Boulevard Metro, Largo Town Center Metro, and Cheverly-Tuxedo Metro areas. The planning for these areas stresses quality economic development, especially quality retail, new jobs and quality housing opportunities.
- A project in M-NCPPC's FY 2003 Planning Department work program is the Major Revision of Zoning Ordinance and Other Regulations. This multiyear project will address development standards, infill development, and streamlining the development process.

GOAL: MAKE EFFICIENT USE OF EXISTING AND PROPOSED LOCAL, STATE AND FEDERAL INFRASTRUCTURE AND INVESTMENT

Key General Plan Proposals

- In the Development Pattern Element, infill and redevelopment are encouraged in the Developed Tier to make efficient use of existing infrastructure. Public funding for capital facilities is to be targeted for the Developed Tier and Centers and Corridors.
- The *General Plan's* Transportation Systems Element proposes an integrated transportation network (with road, transit and pedestrian/biking components) integrated with the county's desired Development Pattern.

Progress

<i>General Plan Element</i>	Objective	Progress
Development Pattern	Capture more than 33 percent of the county 's dwelling unit growth by 2025 within the Developed Tier	▼
Comments: Less than 13 percent of residential completions (and 15 percent of applied for and/or approved subdivision units) in 2000 and 2001 were in the Developed Tier.		
Transportation Systems	Increase average automobile occupancy by 25 percent by 2025	▼
Comments: No change in auto occupancy (1.29 occupants per vehicle) for 2000 and 2001. Work trip occupancy is 1.12 for both years.		
Transportation Systems	Reduce average commuter vehicle miles traveled countywide by 25 percent by 2025	▲
Comments: Average commuter vehicle miles declined slightly from 20.33 miles in 2000 to 20.09 miles in 2001.		
Transportation Systems	Increase the proportion of transit trips by 25 percent by 2025	▼
Comments: In 2000 and 2001, 2.8 percent of all county trips were by transit. 17.1 percent of county work trips were by transit in both years.		
Transportation Systems	Reduce private automobile dependency, particularly for single-occupant vehicle (SOV) trips	▼
Comments: No change. 77.3 percent of all county trips are in single-occupant vehicles.		

<i>General Plan Element</i>	Objective	Progress														
Transportation Systems	Increase public funding of transportation infrastructure in the Developed Tier.	▲														
Comments: The FY 2001–2006 county Capital Improvement Program (CIP) included \$115.4 million for transportation projects in the Developed Tier (24.2 percent of county total). The FY 2003–2008 CIP includes \$310.6 for transportation projects in the Developed Tier (35 percent of county total).																
Transportation Systems	Increase public funding and attract and encourage more private funding of transportation infrastructure in Developing Tier Centers and Corridors	▲														
Comments: Capital funding for projects specifically targeted for Centers increased from \$61,869,000 in the FY 2001 county CIP to \$100,984,000 in the FY 2003 CIP.																
Transportation Systems	Reduce average vehicle miles traveled by 2025	▲														
Comments: 2 percent decrease: 5.235 miles in 2000, 5.128 miles in 2001.																
Public Facilities	Achieve a school system in which each school is operating at 100 percent or less of its capacity	◆														
<p>Comments: For the 2002 to 2003 school year¹, 47 percent of county elementary schools, 50 percent of middle and combined schools, and 62 percent of high schools operate at more than 100 percent capacity. For the 2000 to 2001 school year, 71 percent of elementary schools, 37 percent of middle and combined schools, and 48 percent of high schools were at greater than 100 percent capacity. Overall countywide utilizations is:</p> <table border="1" data-bbox="391 1136 1230 1276"> <thead> <tr> <th rowspan="2">School Type</th> <th colspan="2">Percent Capacity</th> </tr> <tr> <th>2000-01</th> <th>2002-03</th> </tr> </thead> <tbody> <tr> <td>Elementary</td> <td>111.8</td> <td>99.5</td> </tr> <tr> <td>Middle and Combined</td> <td>94.6</td> <td>100.8</td> </tr> <tr> <td>High</td> <td>99.1</td> <td>111.9</td> </tr> </tbody> </table> <p>Six new elementary schools (adding 4,130 new seats) and two new middle schools (with a total of 1,980 seats) opened in fall 2002 while an existing middle school, Robert Goddard, was converted into two magnet schools for grades K through 8.</p>			School Type	Percent Capacity		2000-01	2002-03	Elementary	111.8	99.5	Middle and Combined	94.6	100.8	High	99.1	111.9
School Type	Percent Capacity															
	2000-01	2002-03														
Elementary	111.8	99.5														
Middle and Combined	94.6	100.8														
High	99.1	111.9														

Relevant Trends and Data

- Between October 2000 and October 2001, traffic volumes on the county’s major radial routes increased by an average of eight percent at the Beltway, four percent at the District of Columbia line and two percent at the county line. The largest increase was at US 1 and the Beltway—almost 36 percent.

¹ Office of Pupil Accounting, PGCPs, web site.

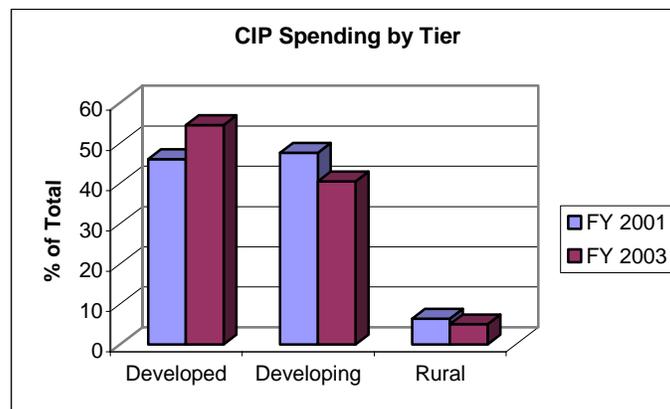
- Prince George’s County commuters travel longer than those of other jurisdictions with the exception of Charles County.

Journey to Work Comparisons	
Jurisdiction	Mean Travel Time to Work (minutes)
Prince George’s	35.9
Anne Arundel	28.9
Charles	39.3
Howard	30.2
Montgomery	32.8
Fairfax	30.7
Loudoun	30.8
Source: 2000 Census	

- Between the 2000-01 and the 2002-03 school years, total countywide public school enrollment increased by approximately 1.8 percent. During that same period, elementary enrollment declined by 2.6 percent, middle and combined school enrollment increased by 12.8 percent, and high school enrollment increased by 3.9 percent.

Ongoing Implementation Efforts

- A new Master Plan of Transportation, initiated in 2002, will make recommendations for roads, transit and trail facilities.
- Transit opportunities are being studied for the Bi-County Transitway, across the Woodrow Wilson Bridge and along MD 5.
- CIP priorities have shifted toward the recommendations of the *General Plan*.



- The school construction surcharge has been increased to \$7,000 per dwelling in the Developed Tier and \$12,000 per dwelling in the Developed and Rural Tiers.
- Plans and studies around the county’s Metro stations (such as Morgan Boulevard, Largo Town Center, and West Hyattsville) seek to encourage transit-oriented development in order to make more efficient use of the county’s rail transit infrastructure.

GOAL: ENHANCE QUALITY AND CHARACTER OF COMMUNITIES AND NEIGHBORHOODS

Key General Plan Recommendations:

- Developed Tier policies and strategies in the Development Pattern Element make recommendations to encourage appropriate infill and redevelopment.
- The Development Pattern Element also recommends a greater proportion of public sector infrastructure funding for the Developed Tier.
- The Revitalization Element proposes designation of revitalization overlay areas to effectively concentrate funds and efforts.
- The Housing Element recommends providing opportunities for high-density housing within Centers, Corridors and mixed-use areas and quality housing for all price ranges while encouraging development of high-value housing.
- Urban Design and Historic Preservation Elements make recommendations to enhance the character of the county’s neighborhoods.

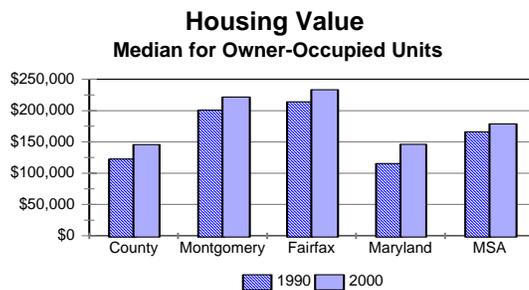
Progress

<i>General Plan Element</i>	Objective	Progress
Housing	Increase the average home value in Prince George's County	▲
<p>Comments: According to the Maryland Department of Assessment and Taxation, the value of improved residential accounts increased by more than 5 percent between July 2001 and July 2002. The rate of increase is approximately the same as in surrounding Maryland jurisdictions.</p>		
Housing	Increase opportunities for higher density multifamily dwellings in Centers and Corridors	▲
<p>Comments: Subdivision and/or site plans have been reviewed for multifamily projects at the Prince George’s Plaza and Branch Avenue Centers. Sector plans for Morgan Boulevard-Largo Town Center Metro areas and West Hyattsville Metro TOD will address multifamily housing opportunities.</p>		

<i>General Plan Element</i>	Objective	Progress
Housing	Increase the percentage of mixed-use development so that 1 in 10 new dwellings are located in a mixed-use development by 2005; 2 in 10 new dwellings by 2015; and 3 in 10 by 2025	?
<p>Comments: Data are not available for residential completions by project. Recent development review activity at Prince George’s Plaza and Branch Avenue and at Fairwood in the Developing Tier could result in a greater number of residential completions in mixed-use developments.</p>		
Revitalization	Revitalize a countywide total of 15 revitalization overlay areas by 2025	?
<p>Comments: revitalization overlay areas have not been designated. Redevelopment Authority programs are currently emphasizing the Gateway Arts District, Palmer Park, Suitland, International Corridor, and the Port Towns area.</p>		

Relevant Trends and Data

- County housing values lag behind other jurisdictions in the region:



- Prince George’s County has the largest number and the second largest proportion (after Charles County) of dwellings valued at less than \$100,000. Prince George’s County also has the lowest median housing value of the jurisdictions listed.

Owner-occupied Dwellings Valued Less than \$100,000			
Jurisdiction	Dwellings with value < \$100,000	% of Jurisdiction Total	Median Housing Value
Prince George’s	17,392	10.8	\$145,600
Anne Arundel	11,119	9.1	\$159,300
Charles	3,564	12.0	\$153,000
Howard	2,560	4.4	\$206,300
Montgomery	7,280	3.8	\$221,800
Fairfax	5,677	2.6	\$233,300
Loudoun	1,707	4.2	\$200,500

Source: 2000 Census

Ongoing Implementation Efforts

- In the Developed Tier, sector plans are being prepared with the assistance of the community and other stakeholders for the Gateway Arts District, Suitland, Hyattsville and Riverdale Mixed-Use Town Center (M-U-TC) areas, and Morgan Boulevard and Largo Town Center Metro areas. Planning studies have been prepared for West Hyattsville Metro TOD and the International Corridor.
- Redevelopment Authority programs in Suitland, Palmer Park, International Corridor and along MD 202 address community quality issues.
- The county's Livable Communities Program and the live/work projects within the Gateway Arts District help provide for higher quality communities.
- Recently prepared master and sector plans include design standards and guidelines.

GOAL: PRESERVE RURAL, AGRICULTURAL AND SCENIC AREAS

Key General Plan Proposal

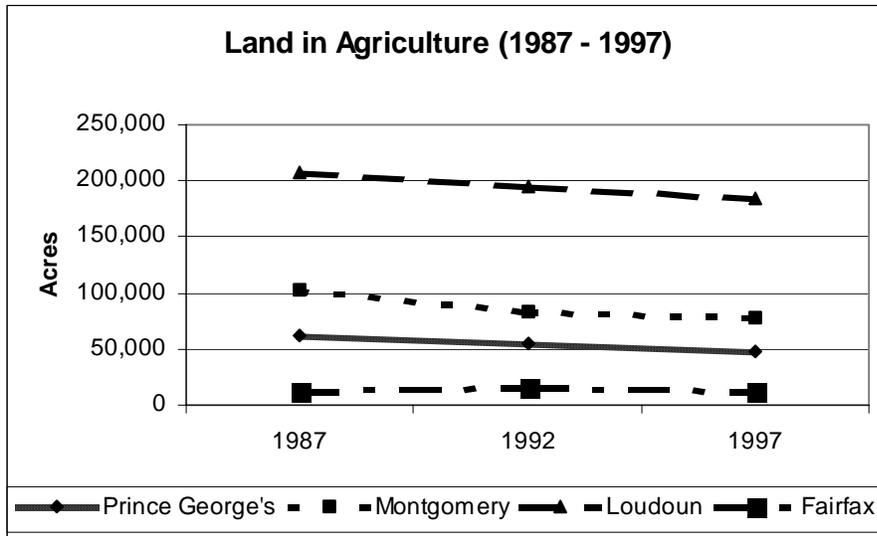
- The Development Pattern Element establishes a Rural Tier where open space, agriculture, low-density housing, and protection of rural character are emphasized.

Progress

<i>General Plan Element</i>	Objective	Progress
Development Pattern	Capture less than 1 percent of the county’s dwelling unit growth by 2025 in the Rural Tier	▼
<p>Comments: About 2 percent of residential completions (and nearly 4 percent of applied for and/or approved subdivision units) in 2000 and 2001 were in the Rural Tier.</p>		
Development Pattern	Protect a countywide average of 1,500 acres per year of agricultural, strategic forest, or other sensitive lands through the use of the Rural Legacy Program, county-funded acquisitions, and other conservation programs	▼
<p>Comments: Since November 2000, M-NCPPC has acquired 464.34 acres using Rural Legacy funds. In 2002, the first agricultural preservation district (122 acres on the south side of Accokeek Road) in Prince George’s County was approved. The owner is currently in negotiations to sell development easements to the state. Approximately 470 acres were added to woodland mitigation banks in 2001 and 2002—most of which are located in the Rural Tiers.</p>		

Relevant Trends and Data

- The amount of agricultural land in the county is steadily declining:



Ongoing Implementation Efforts

- The county continues to participate in the state's Maryland Agricultural Land Preservation Foundation and Rural Legacy programs. The first agricultural district in Prince George's County was approved in 2002.
- Revised transportation Adequate Public Facilities (APF) regulations, adopted in September 2002 by the Planning Board, establish Level-of-Service C as a guideline for Rural Tier development review.
- County CIP projects in the Rural Tier have declined from \$98.5 million in FY 2001–2006 to \$93.9 million in FY 2003–2008. Most of the county's nonpark CIP funding for the Rural Tier is targeted for the projects within the Town of Upper Marlboro.

GOAL: PROTECT ENVIRONMENTALLY SENSITIVE LANDS

Key General Plan Proposals

- The Development Pattern Element makes recommendations to restore the environment in the Developed Tier as well as preserve and enhance environmental features in all tiers.
- The Environmental Infrastructure Element includes policies and strategies for green infrastructure, water quality, woodlands, energy conservation, sky glow, and environmental stewardship.

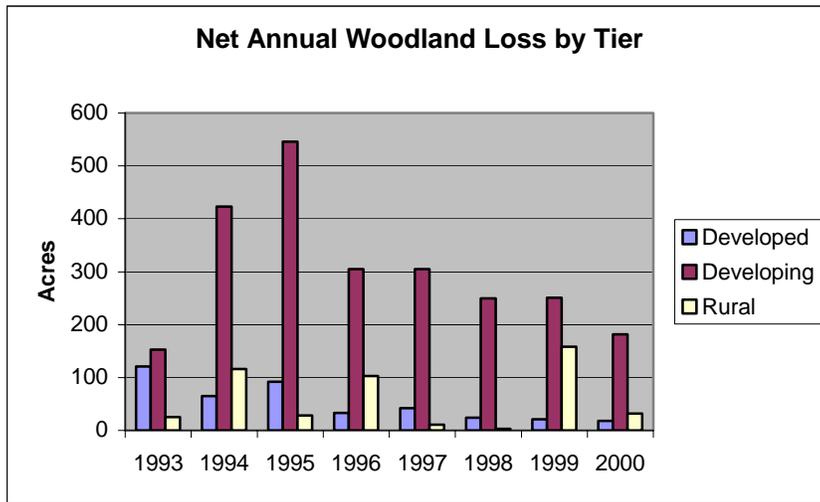
Progress

<i>General Plan Element</i>	Objective	Progress
Environmental Infrastructure	Protect, preserve, enhance and/or restore designated green infrastructure components by 2025	▲
<p>Comments: Green infrastructure components are currently evaluated during the subdivision process, even though the Green Infrastructure Plan has not been completed. The Planning Board and District Council (CR-52-2002) have initiated the Green Infrastructure Plan. The next step is to prepare an information brochure and hold a public forum. The public participation and plan preparation is expected to take 12 to 18 months.</p>		
Environmental Infrastructure	Protect and enhance water quality in watersheds by, at a minimum, maintaining the 2001 condition ratings of all watersheds countywide	?
<p>Comments: The data needed to update this analysis are not currently available. The Department of Environmental Resources is currently working on the data layer needed for the water quality model. When the new data layer becomes available, the model will be run to determine changes over time.</p>		

<i>General Plan Element</i>	Objective	Progress
Environmental Infrastructure	<p>Meet or exceed the following forest and tree cover goals within each Tier and countywide by 2025</p> <ul style="list-style-type: none"> • Developed Tier 26 percent • Developing Tier 38 percent • Rural Tier 60 percent 	?
<p>Comments: The data layer needed to update the current forest and tree cover percentages is not currently available. The last data layer used was based on 2000 aerial photographs, and new aerial photographs are not yet available. It is anticipated that this objective will be evaluated at larger intervals, such as every five years, when new aerial photos are available. One step toward addressing the stated forest and tree cover goals is the update of the Woodland Conservation Ordinance. This project will begin in FY 2003 and be completed during FY 2004. As of 2000, tree cover in each tier was:</p> <ul style="list-style-type: none"> • Developed Tier 26.1 percent • Developing Tier 40.8 percent • Rural Tier 58.7 percent 		
Environmental Infrastructure	<p>Promote an awareness of environmental issues related to land use through the provision of environmental education and/or stewardship programs.</p>	▲
<p>Comments: Environmental stewardship has been promoted in a variety of ways. One very visible example is the Kid City program presented at the M-NCPPC 75th Anniversary Kick-off Celebration and the 10th Annual Bluebird Blues Festival. This program teaches young people about zoning and land development, along with environmental preservation. Also, Environmental Planning Section staff have made presentations on environmental issues to a variety of groups, including homeowners associations, the Council of Governments, and students at The University of Maryland. The county Department of Environmental Resources has made numerous presentations on low-impact development.</p>		

Relevant Trends and Data

- Every tier experienced loss of woodland in the 1990s.



- Recent air quality modeling for the region indicates that transportation-related levels of nitrogen oxides in 2005 may be as much as 30 percent higher than previously estimated. In addition, the U.S. Environmental Protection Agency, in 2002, downgraded the region from a serious to a severe air quality nonattainment area, requiring the region to comply with more stringent emissions and pollution limits.
- Within the Potomac basin, the amount of nitrogen (a nutrient that results in lower water quality) discharged into the region's streams has decreased since 1985. However, additional reductions, requiring more stringent measures, will be necessary to meet water quality goals established by the Chesapeake Bay Program for 2010.

Ongoing Implementation Efforts

- The District Council initiated a Green Infrastructure Functional Master Plan in 2002. This effort will involve affected stakeholders and propose changes to implementation mechanisms such as the *Landscape Manual*, Zoning Ordinance, Woodland Conservation Ordinance, and Subdivision Regulations.
- A study was initiated in 2002 to make recommendations regarding outdoor lighting standards. Implementation measures will be addressed in FY 2004.

FINDINGS

The 2002 *Prince George's County General Plan* establishes the long-range direction for the future development of Prince George's County. As part of the implementation of the *General Plan*, the county has established the Biennial Growth Policy Update. In the long run, the purpose of the Biennial Growth Policy Updates is to regularly evaluate progress, take into account new information and trends, and, if necessary and desirable, recommend changes to policies or implementation efforts. At this time, it is too early to change course. The goals of the *General Plan* remain valid and numerous implementation efforts are underway with much of the Planning Department's current and proposed work program based on strategies included in the *General Plan*. In fact, this update identifies several areas where positive progress has been made and, conversely, where new or continuing efforts are needed.

- **The Developed Tier.** Although residential development objectives have not been met, county efforts are being focused on the needs and opportunities of the Developed Tier. County capital funding has placed a greater emphasis on Developed Tier projects instead of the Developing and Rural Tiers. Programs of the Redevelopment Authority are addressing the need for revitalization and redevelopment. Plans for the Gateway Arts District and the Suitland and Riverdale areas will provide guidance for new development, redevelopment and revitalization. Planning studies for West Hyattsville Metro TOD, the MD 450 Corridor, and the International Corridor will identify needs and opportunities in these important Developed Tier areas.
- **Transit-Supported Development.** The county's potential for significant, mixed-use economic development at its existing and planned transit stations is recognized. Major development proposals have been presented for the Prince George's Plaza, Branch Avenue, and Largo Town Center Metro Station areas. Current planning efforts such as the Strategic Plan for Transit-Oriented Development and sector plans for Morgan Boulevard - Largo Town Center Metro areas and Cheverly-Tuxedo will provide guidance for the amount, type, and design of new development and will identify how such development can be encouraged.
- **The Environment and Transportation System.** Even under the most favorable circumstances, some of the goals of the *General Plan* cannot be attained unless additional work is done. Green Infrastructure elements must be defined and strategies devised for their protection before the major environmental proposal of the *General Plan* can be achieved. An integrated transportation system, with greater emphasis on trails and transit, needs a comprehensive countywide examination and plan. The Green Infrastructure Functional Plan and the Master Plan of Transportation, initiated in 2002 and scheduled for completion in 2004, will provide the much-needed information and strategies.
- **Public Facilities.** Although there are some deficits, the county has unused facilities capacity for existing and future development. For instance, the county has more than enough water and sewer capacity for the foreseeable future. The county has an extensive, and expanding, rail transit system. School capacity remains a serious problem, but recent school construction has greatly improved countywide elementary school capacity.

The county has significant opportunities and resources that can be used to help achieve the goals of the *General Plan*. The county has an ample supply of undeveloped and underdeveloped land near its transit stations, existing and planned employment parks, and in areas where new communities can be created. How and when these areas are developed should be the focus of the county's planning and implementation efforts. Continual monitoring and evaluation of objectives, trends and implementation efforts, through this and future Biennial Growth Policy Updates, will be key in achieving *General Plan* goals.

APPENDIX I

Progress in Attaining *General Plan* Objectives

Legend

Determination	Symbol
Progress has been made in attaining the objective	▲
Little or no progress has been made in attaining the objective	▼
There has been mixed progress in attaining the objective	◆
Reliable data and information are not available	?

<i>General Plan</i> Element	Objective	Progress
Development Pattern	Capture more than 33 percent of the county 's dwelling unit growth by 2025 within the Developed Tier	▼
Comments: Less than 13 percent of residential completions (and 15 percent of applied for and/or approved subdivision units) in 2000 and 2001 were in the Developed Tier.		
Development Pattern	Capture less than 66 percent of the county's dwelling unit growth by 2025 within the Developing Tier	▼
Comments: Approximately 85 percent of residential completions (and 81 percent of applied for and/or approved subdivision units) in 2000 and 2001 were in the Developing Tier.		
Development Pattern	Capture less than 1 percent of the county's dwelling unit growth by 2025 in the Rural Tier	▼
Comments: About 2 percent of residential completions (and nearly 4 percent of applied for and/or approved subdivision units) in 2000 and 2001 were in the Rural Tier.		

<i>General Plan Element</i>	Objective	Progress
Development Pattern	Capture more than 50 percent of the Developed Tier’s housing growth by 2025 in Centers and Corridors	◆
<p>Comments: About 21 percent of residential completions in the Developed Tier in 2000 and 2001 (and 81 percent of applied for and/or approved subdivision units in 2001 and 2002) were located in or near designated Centers.</p>		
Development Pattern	Capture more than 20 percent of the Developing Tier’s housing growth by 2025 in Centers and Corridors	▼
<p>Comments: 10.9 percent of residential completions in the Developing Tier (and 6.8 percent of applied for and/or approved subdivision units) are in or near designated existing or possible future Centers. Most of the residential completions within Developing Tier Centers occurred in the Bowie Center. Most of the applied for and/or approved subdivisions in or near Developing Tier Centers occurred at possible future Centers.</p>		
Development Pattern	Protect a countywide average of 1,500 acres per year of agricultural, strategic forest, or other sensitive lands through the use of the Rural Legacy Program, county-funded acquisitions, and other conservation programs	▼
<p>Comments: Since November 2000, M-NCPPC has acquired 464.34 acres using Rural Legacy funds. In 2002, the first agricultural preservation district (122 acres on the south side of Accokeek Road) in Prince George’s County was approved. The owner is currently in negotiations to sell development easements to the state.</p>		
Environmental Infrastructure	Protect, preserve, enhance and/or restore designated green infrastructure components by 2025	▲
<p>Comments: Green infrastructure components are currently evaluated during the subdivision process, even though the Green Infrastructure Plan has not been completed. The Planning Board and District Council (CR-52-2002) have initiated the Green Infrastructure Plan. The next step is to prepare an information brochure and hold a public forum. The public participation and plan preparation is expected to take 12 to 18 months. Approximately 470 acres were added to woodland mitigation banks in 2001 and 2002—most of which are located in the Rural Tier.</p>		

<i>General Plan Element</i>	Objective	Progress
Environmental Infrastructure	Protect and enhance water quality in watersheds by, at a minimum, maintaining the 2001 condition ratings of all watersheds countywide	?
<p>Comments: The data needed to update this analysis are not currently available. The Department of Environmental Resources is currently working on the data layer needed for the water quality model. When the new data layer becomes available, the model will be run to determine changes over time.</p>		
Environmental Infrastructure	<p>Meet or exceed the following forest and tree cover goals within each Tier and countywide by 2025</p> <ul style="list-style-type: none"> • Developed Tier 26 percent • Developing Tier 38 percent • Rural Tier 60 percent 	?
<p>Comments: The data layer needed to update the current forest and tree cover percentages is not currently available. The last data layer used was based on 2000 aerial photographs, and new aerial photographs are not yet available. It is anticipated that this objective will be evaluated at larger intervals, such as every five years, when new aerial photos are available. One step toward addressing the stated forest and tree cover goals is the update of the Woodland Conservation Ordinance. This project began in FY 2003 and will be completed during FY 2004. As of 2000, tree cover in each tier was:</p> <ul style="list-style-type: none"> ▪ Developed Tier 26.1 percent ▪ Developing Tier 40.8 percent ▪ Rural Tier 58.7 percent 		
Environmental Infrastructure	Promote an awareness of environmental issues related to land use through the provision of environmental education and/or stewardship programs	▲
<p>Comments: Environmental stewardship has been promoted in a variety of ways. One very visible example is the Kid City program presented at the M-NCPPC 75th Anniversary Kick-off Celebration and the 10th Annual Bluebird Blues Festival. This program teaches young people about zoning and land development, along with environmental preservation. Also, Environmental Planning Section staff have made presentations on environmental issues to a variety of groups, including homeowners associations, the Council of Governments, and students at The University of Maryland. The county Department of Environmental Resources has made numerous presentations on low-impact development.</p>		

<i>General Plan Element</i>	Objective	Progress
Transportation Systems	Increase average automobile occupancy by 25 percent by 2025	▼
<p>Comment: No change in auto occupancy (1.29 occupants per vehicle) for 2000 and 2001. Work trip occupancy is 1.12 for both years.</p>		
Transportation Systems	Reduce average commuter vehicle miles traveled countywide by 25 percent by 2025	▲
<p>Comments: Average commuter vehicle miles declined slightly from 20.33 miles in 2000 to 20.09 miles in 2001.</p>		
Transportation Systems	Increase the proportion of transit trips by 25 percent by 2025	▼
<p>Comments: No change. In 2000 and 2001, 2.8 percent of all county trips were by transit. 17.1 percent of county work trips were by transit in both years.</p>		
Transportation Systems	Reduce private automobile dependency, particularly for single-occupant vehicle (SOV) trips	▼
<p>Comments: No change. 77.3 percent of all county trips are in single-occupant vehicles.</p>		
Transportation Systems	Site and plan new development and revitalization to generate transit ridership that helps achieve the cost recovery targets established by the county Five-Year Transit Master Plan (TMP)	▲
<p>Strategic Plan for Transit-Oriented Development (TOD) and work with state on TOD strategies is underway. TOD plans are also being prepared for Morgan Boulevard-Largo Town Center Metro areas, and the Cheverly-Tuxedo area. The West Hyattsville TOD Planning Study, and the plans for Riverdale M-U-TC and the Gateway Arts District will emphasize the use of transit.</p>		

<i>General Plan Element</i>	Objective	Progress
Transportation Systems	Increase public funding of transportation infrastructure in the Developed Tier	▲
<p>Comments: The FY 2001–2006 county CIP included \$115.4 million for transportation projects in the Developed Tier (24.2 percent of county total). The FY 2003–2008 CIP includes \$310.6 million for transportation projects in the Developed Tier (35 percent of county total).</p>		
Transportation Systems	Increase public funding and attract and encourage more private funding of transportation infrastructure in Developing Tier Centers and Corridors	▲
<p>Comments: Capital funding for projects specifically targeted for Centers increased from \$61,869,000 in the FY 2001 county CIP to \$100,984,000 in the FY 2003 CIP.</p>		
Transportation Systems	Encourage and increase the proportion of private sector funding of needed transportation infrastructure in the Developing and Rural Tiers outside of Centers and Corridors	▲
<p>Comments: Developer contributions increased from \$5.5 million dollars (2.6 percent of Developing Tier total) in the FY 2001–2006 CIP to \$7.4 (3.0 percent of Developing Tier total) million in the FY 2003–2008 CIP. There were no developer contributions to Rural Tier projects.</p>		
Transportation Systems	Incorporate appropriate pedestrian, bicycle and transit-oriented design (TOD) and transit-supporting design (TSD) features in all new development within Centers and Corridors	▲
<p>Comments: Projects such as The Boulevard at Prince George’s Metro Center have incorporated TOD features.</p>		
Transportation Systems	Plan new development to help achieve the objectives of the Countywide Trails Plan and Equestrian Addendum.	▲
<p>Comments: The Morgan Boulevard-Largo Town Center Metro areas plan and the West Hyattsville TOD Planning Study will incorporate TOD design concepts. Strategic Plan for TOD to be completed by spring 2003. Master Plan of Transportation is underway and will review the countywide trails network and the project review guidelines.</p>		

<i>General Plan Element</i>	Objective	Progress
Transportation Systems	Ensure funding to achieve the objectives of the Trails Plan and State Priority List	◆
<p>Comments: Funding is sought for trails projects through the county’s input to the State Priority List. Five of the nine projects included on the current list also serve Centers or Corridors.</p>		
Transportation Systems	Increase trails funding by one percent of the total county transportation budget (excluding developer funding). Give priority to trails that function as transportation facilities or as links to other transportation facilities	?
<p>Comments: The current county CIP does not break down the costs for trail facilities when included with a larger road project.</p>		
Transportation Systems	Provide opportunities for, and recognize the contribution of, telecommuting to reduce auto trips, particularly during the peak commute	◆
<p>Comments: M-NCPPC is working to encourage an increase in the number of telecommuting employees.</p>		
Transportation Systems	Reduce average vehicle miles traveled by 2025	▲
<p>Comments: 2 percent decrease: 5.235 miles in 2000, 5.128 miles in 2001.</p>		
Public Facilities	Provide fire and emergency medical facilities throughout the county in order to ensure that each residence and business is within the adopted travel time standards	▼
<p>Comments: Areas along Floral Park and Accokeek Roads (between MD 210 and MD 5) are outside of response time standards for engine and ambulance service. A planned station at the Brandywine Special Study Area would address service gaps along Floral Park and Accokeek Roads. Areas of the Rural Tier in the southeastern part of the county are outside of response time standards for ambulance, paramedic, and engine service. A planned Aquasco station would address Rural Tier service gaps. Areas along MD 214 in the Developing Tier are beyond response time standards for ladder service.</p>		

General Plan Element	Objective	Progress														
Public Facilities	Achieve a school system in which each school is operating at 100 percent or less of its capacity.	◆														
<p>Comments: For the 2002 to 2003 school year², 47 percent of county elementary schools, 50 percent of middle and combined schools, and 62 percent of high schools operate at more than 100 percent capacity. For the 2000 to 2001 school year, 71 percent of elementary schools, 37 percent of middle and combined schools, and 48 percent of high schools were at greater than 100 percent capacity.</p> <table border="1" data-bbox="391 562 1229 705"> <thead> <tr> <th rowspan="2">School Type</th> <th colspan="2">Percent Capacity</th> </tr> <tr> <th>2000-01</th> <th>2002-03</th> </tr> </thead> <tbody> <tr> <td>Elementary</td> <td>111.8</td> <td>99.5</td> </tr> <tr> <td>Middle and Combined</td> <td>94.6</td> <td>100.8</td> </tr> <tr> <td>High</td> <td>99.1</td> <td>111.9</td> </tr> </tbody> </table> <p>Six new elementary schools (adding 4,130 new seats) and two new middle schools (with a total of 1,980 seats) opened in fall 2002 while an existing middle school, Robert Goddard, was converted into two magnet schools for grades K through 8.</p>			School Type	Percent Capacity		2000-01	2002-03	Elementary	111.8	99.5	Middle and Combined	94.6	100.8	High	99.1	111.9
School Type	Percent Capacity															
	2000-01	2002-03														
Elementary	111.8	99.5														
Middle and Combined	94.6	100.8														
High	99.1	111.9														
Public Facilities	Provide library facilities in the county to meet the circulation guideline of 2.43 volumes of circulation per volume of holdings	▲														
<p>Comments: Countywide, the circulation to volumes ratio increased from 1.79 to 1.82 between FY 2001 and FY 2002. Only one county branch library (out of 18) exceeded 2.43—the Bowie Branch with a ratio of 2.44.</p>																
Public Facilities	Provide police facilities that meet the following facility size guidelines: (1) 141 square feet per 1,000 county residents and (2) 184 square feet for each 1,000 calls for service	◆														
<p>Comments: Using the guideline based on county population, there is an almost 12,000-square-foot space deficit countywide. Using the guideline based on calls for service, there is sufficient space countywide. The programmed Woodmore-Glendale station will address station space deficits.</p>																
Public Facilities	Provide enough transmission, storage and treatment plant capacity for a ten-year period	▲														
<p>Comments: Water—Enough treatment capacity exists for the next ten years. Project 80, an important component of the transmission network for Prince George’s County is under construction or in planning phase. During periods of drought or low river flow, temporary water use restrictions may be necessary. Sewer—Demand is expected to be well below treatment plant capacity for the next ten years. WSSC projections indicate adequate treatment plant capacity through 2025.</p>																

² Office of Pupil Accounting, PGCPSS, web site.

<i>General Plan Element</i>	Objective	Progress
Public Facilities	Provide a minimum of 15 acres of local parkland per 1,000 population (or the equivalent amenity in terms of parks and recreation service) and 20 acres of regional, countywide and special M-NCPPC parks per 1,000 population	▲
<p>Comments: Between January 2001 and January 2003, the M-NCPPC acquired approximately 894 acres of parkland. Although population-growth figures are not available for 2002, it can be assumed that the county grew by approximately 18,000 over the two-year period. Therefore, parkland acquisition exceeded the objective of 35 acres per 1,000 population (894 acres acquired vs. 630 acres given population growth).</p>		
Economic Development	Increase the jobs to population ratio by 39 percent over the next 25 years	▼
<p>Comments: The estimated jobs to population ratio declined slightly from 0.38 in 2000 to 0.37 in 2002.</p>		
Economic Development	Close the gap between Prince George's County and similar jurisdictions for median home sales price	▼
<p>Comments: Prince George's County's median residential sales in FY 2000 was 81.2 percent of the average median for Montgomery, Howard, Anne Arundel and Charles Counties. For FY 2002, the county's median was 77.4 percent of the average median for the same counties. The median residential sales price in Prince George's County increased by 9 percent; by 22 percent in Montgomery; by 11 percent in Howard; 14 percent in Anne Arundel; and 11 percent in Charles, in that time period.</p>		
Economic Development	Close the gap between Prince George's County and similar jurisdictions for average wage per job	▼
<p>Comments: Between 2000 and 2001, the county's average wage per job grew at approximately the same rate (4.8 percent) as surrounding Maryland jurisdictions.</p>		
Economic Development	Close the gap between Prince George's County and similar jurisdictions for per capita income	?
<p>Comments: Data since 2000 are not available. In 2000, the county's per capita income was \$30,168, approximately 80 percent of the per capita income for the Maryland suburbs.</p>		

<i>General Plan Element</i>	Objective	Progress
Economic Development	Close the gap between Prince George’s County and similar jurisdictions for assessable base per capita	▼
<p>Comments: Between 2000 and 2001 (the last year for which regional population estimates are available), the county’s assessable base per capita increased by 0.6 percent. However, surrounding Maryland jurisdictions’ ratio increased by 3.3 percent. The county’s increase in assessable base since 2001 has lagged behind those jurisdictions.</p>		
Housing	Increase the average home value in Prince George's County	▲
<p>Comments: According to the Maryland Department of Assessment and Taxation, the value of improved residential accounts increased by more than 5 percent between July 2001 and July 2002. The rate of increase is approximately the same as in surrounding Maryland jurisdictions.</p>		
Housing	Increase opportunities for higher density multifamily dwellings in Centers and Corridors	▲
<p>Comments: Subdivision and/or site plans have been reviewed for multifamily projects at the Prince George’s Plaza and Branch Avenue Centers. Sector plans for Morgan Boulevard-Largo Town Center Metro areas and West Hyattsville Metro TOD will address multifamily housing opportunities.</p>		
Housing	Reduce high concentrations of distressed, low-income rental housing by 30 percent by 2025	?
<p>Comments: Data are not available.</p>		
Housing	Increase the percentage of mixed-use development so that 1 in 10 new dwellings are located in a mixed-use development by 2005; 2 in 10 new dwellings by 2015; and 3 in 10 by 2025	?
<p>Comments: Data are not available for residential completions by project. Recent development review activity at Prince George’s Plaza and Branch Avenue and at Fairwood in the Developing Tier could result in a greater number of residential completions in mixed-use developments.</p>		

<i>General Plan Element</i>	Objective	Progress
Revitalization	Revitalize a countywide total of 15 revitalization overlay areas by 2025	?
<p>Comments: revitalization overlay areas have not been designated. Redevelopment Authority programs are currently emphasizing the Gateway Arts District, Palmer Park, Suitland, International Corridor, and the Port Towns area.</p>		
Historic Preservation	Identify and evaluate all historic resources for designation as Historic Sites or as contributing to historic districts	▲
<p>Comments: Since November 2000, the Prince George’s County Historic Preservation Commission has evaluated ten historic resources (of 215 resources needing evaluation); six were designated as Historic Sites and four were deleted from the inventory. In addition, a resource was designated as a Historic Site via the approval of the Heights plan.</p>		

APPENDIX II

General Plan Implementation Efforts

Policy	Comments
Development Pattern Elements	
<u>Developed Tier</u>	
1. Encourage medium to high density, mixed-use, transit- and pedestrian-oriented development.	<p>Plans now being prepared such as the Suitland M-U-TC and Gateway Arts District are intended to provide for mixed-use, pedestrian-oriented development. These plans identify regulatory tools that can be used to encourage infill and redevelopment.</p> <p>MD 450 study addresses image and mix of uses along the road between Baltimore-Washington Parkway and Beltway.</p> <p>Revenue Authority programs target revitalization areas for funding.</p> <p>A multiyear project in FY 2004 Planning Department work program, Major Revision of Zoning Ordinance and Other Regulations, will address flexible standards, infill development, and streamlining the development process.</p> <p>Strategic Plan for Transit-Oriented Development was completed in FY 2003.</p>
2. Preserve, restore and enhance environmental features and green infrastructure elements.	<p>Green Infrastructure Plan was initiated in 2002; completion is anticipated in 2005.</p> <p>Woodland Conservation Ordinance will be studied for revision. Consideration will be given to allowing use of street and landscape trees to meet Ordinance requirements in the Developed Tier. Effort will also consider a requirement that woodland conservation fees-in-lieu collected in the Developed Tier will be used in the Developed Tier.</p>
3. Provide a transportation system that is integrated with and promotes development and revitalization.	<p>Master Plan of Transportation was initiated in 2002; completion is anticipated in 2005.</p> <p>A new Transit Management Plan was initiated in 2002; completion is anticipated in 2004.</p> <p>The county Capital Improvement Program (CIP) includes expansion of bus service as recommended by the 1995 Transit Management Plan.</p>

Policy	Comments
	<p>Trails projects such as the Anacostia Trails system, sidewalk retrofit projects near Metro stations and within community revitalization areas are continuing.</p> <p>Revised transportation APF regulations (adopted in September 2002 by the Planning Board) establish Level-of-Service E as guideline for Developed Tier development review.</p>
<p>4. Plan and provide public facilities to support and fit into the Developed Tier's Development Pattern.</p>	<p>Capital funding for infrastructure within the Developed Tier has increased. The Developed Tier's share of CIP projects increased from 46 percent (in the FY 2001–2006 CIP) to 54.5 percent (in the FY 2003–2005 CIP) of total CIP projects attributable to specific locations.</p>
<p><u>Developing Tier</u></p>	
<p>1. Encourage low- to moderate-density, transit- and pedestrian-oriented development.</p>	<p>Developing Tier Planning Study, included in the Planning Department's FY 2004 work program, will address this policy.</p>
<p>2. Preserve and enhance environmental features and green infrastructure elements.</p>	<p>Green Infrastructure Plan was initiated in 2002. Plan will evaluate current ordinance and regulations regarding stream and wetland buffer widths.</p>
<p>3. Provide as many multimodal options as possible for new development to reduce the need for new arterial or major collector roads.</p>	<p>The Master Plan of Transportation was initiated in 2002.</p> <p>A new Transit Management Plan was initiated in 2002.</p> <p>The state's Consolidated Transportation Plan includes construction of the Blue Line extension, construction of US 50 HOV lanes, Yellow Line extension study, MARC improvements, Beltway HOV study, study of transit service improvements in MD 5 corridor, park-and-ride locations in the US 50 corridor.</p> <p>The county's CIP includes expansion of bus service per the 1995 Transit Management Plan and park-and-ride lots at MD 210/MD 373.</p> <p>Revised transportation APF regulations (adopted in September 2002 by the Planning Board) retain Level-of-Service D as guideline for Developing Tier development review.</p>

Policy	Comments
4. Plan and provide public facilities to support the planned Development Pattern.	<p>Capital funding for infrastructure in the Developing Tier has declined as a proportion of CIP projects that can be attributed to specific locations (about 48 percent in the FY 2001 CIP to 41 percent in the FY 2003 CIP). It should be noted that total Developing Tier CIP funding increased from \$729.4 million to \$759.8 million.</p> <p>Developing Tier Planning Study, included in the Planning Department's FY 2004 work program, will address this policy.</p>
<u>Rural Tier</u>	
1. Retain or enhance environmentally sensitive features and agricultural resources.	<p>Tax incentives, purchase and transfer of development rights will be addressed by the proposed Rural Tier Planning Study included in the FY 2004 Planning Department budget.</p> <p>Participation in the state's Maryland Agricultural Land Preservation Foundation (MALPF) and Rural Legacy programs has continued. The county's first agricultural district was approved by MALPF in 2002.</p>
2. Design future development to retain and enhance rural character.	The Rural Tier Planning Study, included in the FY 2004 Planning Department work program, will make recommendations for a framework for developing rural design guidelines.
3. Provide for a Rural Tier transportation system that helps protect open space, rural character, and environmental features and resources.	<p>Revisions to the Department of Public Works and Transportation's Scenic and Historic Roads Manual should be completed in FY 2003. The manual will provide guidelines for the preservation of significant features during the design of transportation facilities.</p> <p>Revised transportation APF regulations (adopted in September 2002 by the Planning Board) establish Level-of-Service C as guideline for Rural Tier development review.</p>
4. Public funds should not encourage further development in the Rural Tier.	<p>County CIP projects in the Rural Tier have declined from \$98.5 million in FY 2001–2006 to \$93.9 million in FY 2003–2008. Most of the county's nonpark CIP funding for the Rural Tier is targeted for the projects within the Town of Upper Marlboro.</p> <p>Extensions of water and/or sewer service into the Rural Tier have been granted twice (for 60 dwellings on Floral Park and Springfield Roads in Brandywine and 1 dwelling on Livingston Road) since November 2000.</p>

Policy	Comments
<u>Centers and Corridors</u>	
<p>1. Promote development of mixed residential and nonresidential uses at moderate to high densities and intensities in context with surrounding neighborhoods and with a strong emphasis on transit-oriented design.</p>	<p>Strategic Plan for Transit-Oriented Development was completed in FY 2003.</p> <p>Plans are underway for Morgan Boulevard-Largo Town Center Metro area stations and the MD 450 Corridor. The West Hyattsville Transit District Development Plan and Transit District Overlay Zone will be updated in 2004.</p> <p>A multiyear project in FY 2004 Planning Department work program, Major Revision of Zoning Ordinance and Other Regulations, will address flexible standards, infill development, and streamlining the development process.</p>
<p>2. Provide for a multimodal pedestrian-friendly transportation system at Centers and Corridors that is integrated with the desired Development Pattern.</p>	<p>Master Plan of Transportation was initiated in 2002.</p> <p>Transit Management Plan was initiated in 2002.</p> <p>Strategic Plan for TOD stresses the need for pedestrian facilities.</p> <p>Revised transportation APF regulations (adopted in September 2002 by the Planning Board) establish Level-of-Service E as guideline for all Metropolitan and Regional Centers, as well as for all Centers and Corridors in the Developed Tier.</p> <p>Transportation Demand Management Districts are recommended in the Prince George’s Plaza and College Park Transit District Development Plans. The developer of the Prince George’s Plaza Metro Center proposed initial funding for creation of a Transportation Management Association as a development condition.</p> <p>Upcoming plans for Centers (West Hyattsville Metro TOD, Morgan Boulevard-Largo Town Center Metro areas) will stress provision of pedestrian facilities and pedestrian-friendly design.</p>
<p>3. Plan and provide public facilities to support Centers and Corridors development.</p>	<p>Sector plans for TOD areas such as Morgan Boulevard-Largo Town Center Metro areas, and West Hyattsville Metro TOD will detail needed public facilities.</p>

Policy	Comments
Infrastructure	
<u>Environmental Infrastructure</u>	
1. Preserve, protect, and enhance the designated green infrastructure elements.	Green Infrastructure Plan was initiated in 2002. Effort will include proposed changes to implementation mechanisms.
2. Preserve, protect and enhance surface and ground water features and restore lost ecological functions.	<p>The Green Infrastructure Plan will address stream and wetland buffer requirements.</p> <p>A watershed management plan is being developed for the Upper Patuxent watershed by the Maryland Department of Natural Resources in partnership with Prince George's and Anne Arundel Counties.</p> <p>The Gateway Arts District Sector Plan will make recommendations for preservation and enhancement of water-related resources.</p> <p>The Stormwater Management Ordinance and the Stormwater Management Design Manual have been revised to include the use of technologies aimed at mimicking natural systems.</p>
3. Preserve existing woodland resources and replant woodland, where possible, while implementing the desired Development Pattern.	The Woodland Conservation Ordinance will be studied for revision in FY 2003 and 2004. The study will address forest and tree conservation objectives included in the <i>General Plan</i> for each tier and countywide.
4. Reduce energy consumption countywide.	<p>The Master Plan of Transportation, initiated in 2002, will recommend an integrated transportation network including transit, pedestrian and bike facilities that is intended to reduce the reliance on individual auto trips.</p> <p>The Strategic Plan for Transit-Oriented Development and sector plans for TOD areas will promote development that will capitalize on transit use.</p> <p>Possible programs and initiatives for green building and energy reducing techniques will be researched during FY 2004. During the preparation of appropriate master, area and sector plans, the concept of green building techniques will be included in the design standards.</p>
5. Reduce overall sky glow, minimize the spill-over of light from one property to the next, and reduce glare from light fixtures.	A study was initiated in 2002 to make recommendations regarding outdoor lighting standards. Implementation measures will be addressed in FY 2004.

Policy	Comments
6. Use existing natural resources wisely.	The Woodland Conservation Ordinance revisions will address timber harvesting.
7. Minimize impacts on new and redeveloped residential uses due to transportation-generated noise.	Ongoing development review.
8. Promote environmental stewardship as an important element to the overall success of the environmental initiatives contained in this plan.	Ongoing outreach efforts.
<u>Transportation Systems</u>	
1. Provide for a transportation system that supports the <i>General Plan</i> Development Pattern.	<p>Master Plan of Transportation was initiated in 2002 and will include highway, transit and trail elements.</p> <p>Maryland Transit Authority has prepared recommendations for park-and-ride facilities along MD 4, MD 5, US 301 and US 50.</p> <p>The MD 5 (Branch Avenue) Corridor Study will evaluate transit options.</p>
2. Capitalize fully on the economic development and community revitalization potential of circumferential transit (Bi-County Transitway) alignments within and through Prince George’s County.	<p>WMATA has included funding for Purple Line EIS (rail from Bethesda to New Carrollton) in FY 2003–2008 Transportation Improvement Program.</p> <p>The Bi-County Transitway International Corridor Planning Study will address development and transit opportunities along MD 193.</p> <p>Study of transit alignment on the new Woodrow Wilson Bridge has been included in WMATA 10-Year Capital Improvement Program (CIP).</p>
3. Ensure that the countywide transportation system is planned and integrated with land use to achieve county growth and development goals.	<p>Master Plan of Transportation was initiated in 2002.</p> <p>Strategic Plan for TOD was completed in 2003.</p> <p>TOD area sector plans (Morgan Boulevard-Largo Town Center Metro areas, Cheverly-Tuxedo) will address integrated transportation systems.</p> <p>Trail priorities are included in Joint Signature Letter.</p>

Policy	Comments
<u>Public Facilities</u>	
1. Provide public facilities in the locations needed to serve existing and future county residents and businesses.	Capital Improvement Program (CIP) priorities have moved toward recommendations of <i>General Plan</i> : the proportion of funding for Developed Tier projects increased from 46 percent to 54.5 percent; Developing Tier projects decreased from 47.6 percent to 40.5 percent; and Rural Tier projects (most of the nonpark projects are located in the Town of Upper Marlboro) decreased from 6.4 percent to 5 percent.
2. Efficiently provide needed public facilities.	Community centers and schools have been colocated at Perrywood Elementary School and Ernest Everett Just Middle School. Future colocations are planned at Hil-Mar Elementary School.
3. Utilize the provision of public facilities to strengthen county economic development priorities.	The FY 2003–2008 CIP includes projects (totaling \$100,984,000) supporting development in the College Park/Riverdale, Prince George’s Plaza, West Hyattsville Metro TOD, New Carrollton, Greenbelt, Largo and National Harbor Centers. The FY 2001–2006 CIP included projects totaling \$61,869,000.
4. Use this <i>General Plan</i> as a policy guide for determining where and how to locate future public facilities.	The recommendations of the <i>General Plan</i> are considered in review of the water and sewer plan.
Economic Development, Housing and Community Character Elements	
<u>Economic Development</u>	
1. Support the Prince George’s County Economic Development Strategy.	The Major Revision of Zoning Ordinance and Other Regulations, included in the Planning Departments FY 2004 work program, will address streamlining and simplifying the county’s development regulations.
2. Retain and enhance the county’s existing businesses.	<p>Redevelopment Authority programs assist existing county businesses.</p> <p>Sector plans for Suitland area and Gateway Arts District address retention of existing businesses.</p> <p>The county’s Economic Development Corporation has made business retention one of its priorities.</p>

Policy	Comments
3. Increase the number of upper income, high value-added jobs in the county.	Strategic Plan for Transit-Oriented Development addresses opportunities for high value-added jobs at the county's Metrorail stations. Sector plans for TOD areas address employment opportunities.
4. Attract quality retail development to the county.	<p>Strategic Plan for Transit-Oriented Development addresses opportunities for quality retail development at the county's Metrorail stations. Sector plans for TOD areas address employment opportunities.</p> <p>Legislation was enacted that will enable property near the Largo Town Center owned by Prince George's County Revenue Authority to be used for a retail/office development.</p>
5. Attract a diversity of new jobs and businesses.	Ongoing efforts of county and Economic Development Corporation.
<u>Housing</u>	
1. Provide opportunities for high-density housing within Centers, at selected locations along Corridors, and in mixed-use areas.	<p>Plans for Centers such as West Hyattsville Metro TOD, and Morgan Boulevard-Largo Town Center Metro areas will address provision of high-density housing.</p> <p>Strategic Plan for TOD provides basis for creating incentives and new regulations for mixed-use development.</p>
2. Ensure quality housing for all price ranges while encouraging development of a variety of high-value housing.	<p>Programs of the Redevelopment Authority and Housing and Community Development address housing rehabilitation.</p> <p>Senior Living Planning Study, included in the Planning Department's FY 2004 work program, will provide strategies for encouraging the development of active retirement housing.</p>
<u>Revitalization</u>	
1. Designate revitalization overlay areas.	Criteria for designation of revitalization overlay areas have not been established. Redevelopment Authority programs have concentrated on focus areas in the Gateway Arts District, Suitland, Palmer Park, Port Towns and the International Corridor.
2. Provide financial and other assistance to revitalization projects within the revitalization overlay areas.	Redevelopment Authority programs address revitalization assistance.

Policy	Comments
3. Streamline the development process for projects within the revitalization overlay areas.	The Major Revision of Zoning Ordinance and Other Regulations, included in the Planning Department’s FY 2004 work program, will address streamlining and simplifying the county’s development regulations.
<u>Urban Design</u>	
1. Provide urban design that promotes the Development Pattern and Economic Development goals of this plan.	<p>Area and sector plans provide design guidance.</p> <p>Development District Overlay Zones and Transit District Overlay Zones require specific design review.</p> <p>Rural Tier Planning Study will make recommendations for rural design guidelines.</p> <p>Development review addresses urban design. Projects such as Balk Hill, Fairwood have been redesigned based on site plan and subdivision review.</p>
<u>Historic Preservation</u>	
1. Integrate historic sites and districts into the county’s Development Pattern.	Area and sector plans identify historic resources and address use, protection and reuse of historic sites and districts.
2. Protect historic resources through appropriate regulation and enforcement measures.	<p>Henson Creek-South Potomac Master Plan, proposed in Planning Department’s FY 2004 work program, may address protection of Broad Creek Historic District and the surrounding area.</p> <p>The Major Revision of Zoning Ordinance and Other Regulations, included in the Planning Department’s FY 2004 work program, may address protection of historic sites and districts.</p> <p>The Historic Preservation Commission approved 17 Historic Area Work Permits for rehabilitation and new construction in both 2001 and 2002.</p>
3. Encourage stewardship and adaptive use of historic sites and districts.	<p>During 2002, the Historic Preservation Commission assisted in marketing a Historic Site for restoration and reuse.</p> <p>The Historic Preservation Commission approved three tax credits for rehabilitation in 2001 and seven in 2002.</p> <p>A Historic Preservation Grant Fund for restoration and stabilization of historic sites has been established.</p>

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